

THE
HONGKONG
WEEKLY.

ILLUSTRATED.

The China Mail.

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TO ORDER THE
'OVERLAND
CHINA MAIL'
BEFORE GOING HOME

No. 13,782.

號一十月六年七零百九千一英

HONGKONG, TUESDAY, JUNE 11, 1907.

日一初月五年未丁

PRICE, 83.00 PER ANNUM.

Intimations.

**THORNE'S
OLD VAT**



This VAT was started by the late Robert Thorne of Greenock and has been sold as No. 4 since 1831.

SCOTCH WHISKY.

PER DOZEN\$14.

Sole Agents in Hongkong, China and Malacca.

A. S. WATSON & Co., Ltd.
Hongkong, May 1, 1907. 793

CANTON MEDICAL MISSIONARY SOCIETY

A GENERAL MEETING of the Society will be held in the Common Assembly Room, on THURSDAY, the 13th June, at 4.15 P.M.

BUSINESS: To receive the Report of the Committee on the Revision of the Constitution.

R. H. GRAVE, President.
W. MAWSON, Secretary.
Canton, June 5, 1907. 978

THE HERMITAGE

169, QUEEN'S ROAD EAST.

BOARD AND RESIDENCE. Monthly Boarders from \$50.00. Good airy Rooms and liberal Table. Mrs. TATAM, Proprietress. Hongkong, June 4, 1907. 988

NOTICE

NOTICE IS HEREBY GIVEN that the CHINESE MAIL (Wah Tsai Yat Po) is NOT RESPONSIBLE for any debt or debts contracted by its employees, and that all documents regarding Money Matters, Loans, Mortgages, Letters of Guarantees, &c., require two of the following signatures: LI SUM LING, LUK HING NAM, NGAN HANG PO. For the CHINESE MAIL, LI SUM LING, Manager. Hongkong, February 1, 1907. 218

Business Notices.

W. S. BAILEY & CO.
ENGINEERS & SHIPBUILDERS.

WORKS: ROWLOON BAY. OFFICES & STORES: No. 20, CONNAUGHT ROAD

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.
s.s. HONAM, 2,333 tons, Captain H. D. Jones.
s.s. POWAN, 2,333 tons, Captain W. A. Valentine.
s.s. FATSHAN, 2,333 tons, Captain T. Lloyd.
s.s. KINSHAN, 1,998 tons, Captain B. Branch.
s.s. HONGSHAN, 1,998 tons, Captain R. D. Thomas.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 10 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).
The S.S. POWAN will leave Hongkong every Monday, Wednesday and Friday, at 9 p.m. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 p.m.
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Sailing and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

Hongkong-Macao Line.
s.s. SULAN, 1,661 tons, Captain E. H. Grainger.
s.s. SUTAI, 1,661 tons, Captain O. F. Morrison.
Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf and at 2 p.m. from the Company's Wharf On Sundays Special Cheap Excursions, leaving Hongkong at 9 a.m. from Douglas Wharf and from Macao at 5 p.m. The Company also runs a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 1 p.m. from the Company's Wharf.
Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.

Canton-Macao Line.
s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.
s.s. SAINAM, 588 tons, Captain J. Willor.
s.s. NANNING, 588 tons, Captain A. McKinnon.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m. and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Horse Mansions, (First Floor), opposite the Hongkong Hotel.
Or of BUTTERFIELD SWIRE.
Agents, CHINA NAVIGATION CO., LTD.

Business Notices.

THE PERFECT LUBRICANT.
Fleming's Patent Solidified Oil.
SAVES TIME AND MONEY.

Used throughout the World on nearly all the Steamers of the First-class Lines, to the entire satisfaction of Engineers and Owners.

THE MOST ECONOMICAL LUBRICANT KNOWN.
ABSOLUTELY PURE AND PERFECT IN EFFICIENCY.
GUARANTEED FREE FROM ACID AND WATER.
DOES NOT MELT (OR RUN) UNDER 212° FAHR.

A. B. FLEMING & CO., Ltd., Patentees & Manufacturers,
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Sole Local Agents: **BRADLEY & CO., 4, Queen's Building, HONG KONG.**

LANE, CRAWFORD & CO.

LADIES' DEPARTMENT
NEW STOCK OF

SUMMER COSTUMES

IN
MUSLIN, LINEN, VOILE, etc.

Latest Styles in
TRIMMED MILLINERY.

Lace, Muslin and Silk Blouses.

BELTS and SUNSHADES.

LANE, CRAWFORD & CO.
Hongkong, May 4, 1907. 2040

DUTCH CIGARS

in Boxes of 50.

MOST ENJOYABLE SMOKES FOR DAMP SEASONS.

MANILA CIGARS

IN SPLENDID CONDITION.

Badminton Smoking Mixture.

Warden Smoking Mixture. Imperial Cigarettes.

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M. H. CHEUNG.

ART PHOTOGRAPHER.
ICE HOUSE STREET AND HONGKONG HOTEL CORRIDORS.

EXCELLENT VIEWS OF
H. E. Sir MATTHEW NATHAN'S FAREWELL.
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AMATEUR DEPARTMENT.

Hongkong, April 2, 1907. 1781

KELLY & WALSH, LTD.

35 Cents Each, or Three for \$1.00.

Hawley Saur's Bad to Beat.
Peter Rosegger's Invi.
Bertram Mitford's The Gun Runner.
Emma Jane Worboys's St. Beatha's.
Charles Carey's The Motor Crackman.
K. and Mesketh's Richard's Tannerman's Duel.
Morley Roberts's Bianca's Coprice.
Jerome's Paul Kolver.
Barry Pain's Robinson Crusoe's Return.
Elizabeth Robins's The Open Question.
Arnold Jolaworth's Dr. Bunderby's Boys.
Curtis York's The Girl in Grey.
Leo Tolstoy's The Russian Revolution.
Marion Crawford's Mr. Isaacs.
Albanes's Simple Simon.
Duckrose's The Wood End.
Vincent Brown's A Magdalen's Husband.
Fitchett's Fights for the Flag.
Fletcher's The Diamonds.
Farjoun's The Sacred Nigger.
Charles Carvice's In Cupid's Chains.
Joseph Hocking's O'er Moor and Fen.
Frankfort Moore's Sir Roger's Heir.
Max Pemberton's Mid the Thick Arrows.
John Blair's Joan.
Nat. Merry's The Turf in Anecdotes and Story.
Storer Clouston's Count Bunker.
E. Everett Green's Keith's Trial and Victory.
Douglas Sladen's The Japs at Home.
Anon's Very Long Odds.
Williamson's Lady Mary of the Dark House.
Adeline Sergeant's Reparation.
George Ohnet's The Countess Sarah.
Lockhart's Doubles and Quits.
Castle's Pride of Jennico.
Marion Crawford's Paul-Patoff.
Mrs. Henry Wood's Verner's Pride.
George Gissing's Our Friend the Charlatan.
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Everett Green's A Difficult Daughter.

Business Notices.

GREEN ISLAND CEMENT CO., LTD.

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

In Bags of 350 lbs. net, \$2.70 per Bag, ex Factory.

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GENERAL MANAGERS.

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NEWEST MODELS

LINEN and MUSLIN EMBROIDERED GOWNS.

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MUSLIN UNDERSKIRTS.

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HONGKONG.
A QUIET, COMFORTABLE, COOL and WELL-FURNISHED HOTEL for RESIDENTS and TOURISTS.

ELECTRIC LIGHT and FANS THROUGHOUT.
Bathroom attached to Each Room. Cuisine under direct European Supervision.
Terms Very Moderate.
For Special Terms for Families and Monthly Boarders.
Apply to—
E. G. JORDAN, Manager.

BALTIMORE HOTEL

HONGKONG.
MANAGED ON AMERICAN PLAN.
Being in the Business center of the town is the FAVORITE HOTEL with visitors from Manila.

Terms Moderate.
TABLE UNDER DIRECT EUROPEAN SUPERVISION.
Special Terms for Families and Parties.
Apply to—
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Hongkong, March 7, 1907. 423

BREWER & Co., Limited.

PEDDER STREET—ADJOINING MAIN ENTRANCE HONGKONG HOTEL.

The Lone Hand New Magazine, Published by Sydney Bulletin Co. ... 70
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Art and Science of Sail-making, by Sadler ... 7.50
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SUPERIOR QUALITY WRITING PADS—70 Cents and 40 Cents each.
OUR POPULAR ONE DOLLAR BOX OF STATIONERY—3 Kinds, Good Value.
CHEAP NOTE PAPER and ENVELOPES—Various Qualities. A Very Large Stock.

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TSINGTAU.

TELEG. ADDR.: "STRANDHOTEL" 5th DIST. CODES A.B.C.

OPEN FROM
1st of May, till End of October.

MODERATE PRICES.

CONCERTS TWICE A WEEK ON THE BEACH.
LAWN TENNIS.

EXCELLENT CUISINE AND WINES.
For Terms, apply to
F. OSTROW, Manager.
Hongkong, March 27, 1907. 70

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st December, 1906, £17,837,119.

Authorized Capital £3,000,000
Subscribed Capital £2,750,000
Paid-up Capital £2,687,500 0 0
Fire Funds £3,380,720 19 8
Life & Annuity Funds £1,762,898 8 5

Revenue Fire Branch £17,837,119 8 1
Life & Annuity Branches £1,713,498 19 10

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

SHEWAN, TOMES & CO., Agents.
735

'MACKIE'S WHITE HORSE CELLAR'

THE BEST AND OLDEST WHISKY IN SCOTLAND.

CITY ANALYST'S LABORATORY,
138, BATH STREET,
GLASGOW, 21st JANUARY, 1907.

MONTHLY REPORT ON MACKIE'S 'WHITE HORSE CELLAR' BLEND OF SCOTCH WHISKY.

I Herby certify that I have taken samples of every vatting of MACKIE'S 'WHITE HORSE CELLAR' BLEND OF SCOTCH WHISKY used in bottling during the month of December, and the results of my analyses indicate that it conforms to the standard for Pot Still Scotch Whisky set up in the London case. I am also of opinion that it is an old Whisky of excellent quality and flavour which has been well matured in wood.

JOHN CLARK, Ph. D.F.C.S., F.I.C.,
Public Analyst for the City of Glasgow, and the Counties of Lanark and Renfrew, &c.

'EVERY JUDGE OF WHISKY WILL CONFIRM THIS.'

Price \$13 PER DOZEN.

Free Samples supplied on application to the

SOLE AGENTS:

LANE, CRAWFORD & CO.

PATEL & CO.,
SHAMEEN CANTON.

GENERAL STOREKEEPERS,

WHOLESALE and RETAIL.

DEALERS IN
WINES and SPIRITS.

Export & Import Merchants,
AND
Commission Agents.

SEE WOO

TAILOR DRAPER AND OUTFITTER.

HAS REMOVED to new premises, 14, QUEEN'S ROAD CENTRAL, Hongkong, January 20, 1907. 118

THE CARLTON HOUSE HOTELS,

Nos. 8 & 10, Ice House Street.

REDUCED SUMMER RATES.

For Daily and Permanent Boarders.
AIRY ROOMS, CUISINE A SPECIALTY. COMFORTS OF RESIDENTS STUDIED.
FOR RATES, APPLY TO THE MANAGER.

CHONG SHING.

JEWELLERS EXPORTERS

DEALERS IN
VALUABLE CHINESE JADE STONE.

GOLD-MOUNTED WARES OF ALL KINDS.
Prices Very Moderate.
No. 39A, QUEEN'S ROAD CENTRAL, HONGKONG.
Hongkong, March 18, 1907. 680

THE BEST ITALIAN VERMOUTH

IS FROM

Francesco, Cinzano & Co., Torino

Caldbeck, Macgregor & Co.,
Wine and Spirit Merchants.
15, QUEEN'S ROAD CENTRAL.

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
HOTEL MANSIONS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES,
ARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

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ALL REQUISITES.
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SOLE AGENTS.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
FINE PANORAMIC VIEWS OF HONGKONG
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HONGKONG BRANCH: Prince's Building, 1st Floor
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OTHER BRANCHES:
London, New York, San Francisco, Hamburg, Calcutta, Bombay, Rangoon, Singapore,
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Wakamatsu, Karatsu, Nagasaki, Kuchino, Sasebo, Misaki, Hakodate, Sapporo,
Tulsh, Tainan, etc., etc.

TELEGRAPHIC ADDRESS: MITSUBISHI (A.B.O. and A.I. CODES).
TRACTORS OF COAL to the Imperial Japanese Navy, Mint and Arsenal,
the State Railways, Principal Railway Companies, Industrial Works, and Home
and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Mitsui, Tagawa, Yamano, and Ida Coal Mines,
and SOLE AGENTS for Fujinaka, Hokoku, Hondo, Kanada, Mamada, Ohtani,
Ohnaka, Sasahara, Tsubakuro, Yoshio, Yanokihara, and other Coals.
IMPORTERS and EXPORTERS of Cotton, Cotton Yarn, Cotton Piece Goods, Copper,
Silver, Tin, Lead, and other Metals, Railway Materials, Acids, Camphor, Flour,
Cereals, Manure, Rice, Opium, Isinglass, Washers, Sugar, Wax, Vermicelli,
Sulphur, Hemp, Beer, Cement, Cigarettes, Matches, Paper, Hides, Leather, Bells,
Teak, and other Timber, etc.
Hongkong, April 11, 1907.

TYPEWRITERS! TYPEWRITERS!!
Typewriters repaired, cleaned,
overhauled, and broken parts
duplicated under expert
supervision.

Old Machines Renovated. Terms Very Moderate.

SATISFACTION GUARANTEED.
BICYCLES
FOR SALE, REPAIR, EXCHANGE AND HIRE.
THE DRAGON CYCLE CO.,
11, D'Almeida Street.
Hongkong, February 16, 1907.

DINNEFORD'S
The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Sour Eructations, Bilious Abdominal
Disturbances, etc.

DINNEFORD'S
MAGNESIA

THERE IS NO DOUBT
THAT
where Eno's 'Fruit Salt' has been taken in the earliest stages
of a disease it has in innumerable instances prevented a serious
illness. The effect of
ENO'S 'FRUIT SALT'
upon any disordered, sluggish, or feverish condition is simply
marvellous and unsurpassed. In fact it
IS
NATURE'S OWN REMEDY
CAUTION.—Examine the Capsule and see that it is marked ENO'S 'FRUIT SALT'.
Beware of cheap imitations. Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, S.W.
Eng. by J. C. ENO'S PATENT.
Sold by Chemists and Stores everywhere.

BRETEL FRERES' BUTTER — THE BEST IN THE WORLD.
To be had in all respectable wholesale and retail provision Import Houses.

Intimations.

MITSUBISHI GOSHI KWAISHA
(MITSUBISHI CO.)
COAL DEPARTMENT
MARUNO-UCHI, TOKYO.

Cable Address: 'IWASAKI'.
Which applies to all Branch Offices.
At ABO 6th Edition, Western Union
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All Letters Addressed:—
MANAGER, MITSUBISHI CO.,
with name of place under.
BRANCH OFFICES:—
NAGASAKI, MOI, KOBE, KATSU,
SHANGHAI, HONGKONG AND HANKOW.

AGENCIES:—
YOKOHAMA: M. ASADA, Esq.
OHIOKIANG: Messrs. GARRING & Co
MANILA: Messrs. MACDONALD & Co.

SOLE PROPRIETORS of Takasima,
Ochi, Shinnew, Nannatsu and Kani-
Yamada Collieries and also Hojo Colliery,
which will shortly be ready to produce on a
large scale the best Buzen Coal.
The Head and Branch Offices and the
Agencies of the Company will receive any
order for Coals procured from the above
Collieries.

T. MATSUKI, Manager, Hongkong,
No. 2, PRINCE STREET.
Hongkong, April 26, 1906.

**NAVIGATION, ELECTRICAL,
MECHANICAL, MARINE,
AND CIVIL ENGINEERING.
BOOK-KEEPING, LAW,
ADVERTISING,
MECH. DRAWING**

TAUGHT BY
CORRESPONDENCE
by the INTERNATIONAL COR-
RESPONDENCE SCHOOLS, of
Seranton. We have over 240 techni-
cal courses, and if you want to
prepare for promotion or qualify for
an examination we can help you.
Write just what position you want to
qualify for and we will give you
full particulars.

ADDRESS OUR
GENERAL AGENCY, I.C.S.,
Box M, 429, MANILA.

Hongkong, May 2, 1907.

Read
SEABREEZE'S
MARVELLOUS
STORIES.

CAPT. JOHN MARCHANT.

ON SALE
AT
BOOKSELLERS.
PRICE.....50 Cents.
Hongkong, April 31, 1907.

CHIEE WING & CO.
27, 28 and 30, LEE YUEN STREET (WEST),
HONGKONG.

DEALERS IN
All Sorts of COPPER, BRASS, STEEL,
IRON WARE &c.
STEEL GIRDERS AND TEES;
CORRUGATED IRON, PIG IRON, &c.
Suitable for
SHIPS, ENGINEERS AND HOUSE BUILDERS.

A. LING & Co.
FURNITURE STORE
HAVE THIS DAY
MOVED TO
No. 19, QUEEN'S ROAD CENTRAL,
Next to
(Kuen and Kongs),
Hongkong, February 1, 1907.

AN EMPIRE CATECHISM.
Amongst the literature prepared for the
instruction of the youth of the Empire in the
chief facts of the Empire is a pamphlet
and useful Catechism of the Empire, which
must prove of value in the inculcation
in the young of broad Imperial and patriotic
principles. This Catechism conveys in
compact form a large amount of accurate
statistical and historical information, and
the presentation of all this in concentrated
form cannot but impress the imagination
of the younger generation. As to the
general character of the catechism particularly
in the promotion of Imperial and
loyal sentiment we give the following
extracts which may be found of interest to
those who are not now as young as they
once were.

Q. What is your relation to the
British Empire?
A. I am a subject of King Edward
VII., and a citizen of the British Empire.
Q. What is the full title of King Ed-
ward VII?
A. His Most Excellent Majesty, Edward
the Seventh, by the Grace of God, of the
United Kingdom of Great Britain and
Ireland, and of all the British Dominions
beyond the seas, King, Defender of the
Faith, Emperor of India.

Q. What do you mean by the British
Empire?
A. That portion of the earth's land
surface which is subject to the authority of
King Edward VII.
Q. What is the extent in square miles
of the British Empire?
A. About 12 million square miles
(12,000,000 sq. mi.). Of these only 121,000
sq. miles are in the United Kingdom.

Q. What proportion of the earth's
surface does the British Empire cover?
A. About one fifth, or 21 per cent.
Q. How does the extent of the British
Empire compare with that of other
countries?

A. The extent of British Empire is
greater than that of any other State.
The nations outside the British Empire
possessing the largest extent of territory
are: Russia, 9,000,000 square miles;
United States, 3,623,000 square miles;
Brazil, 3,220,000.

Q. What is the number of subjects of
King Edward VII?
A. About 400 millions (400,000,000).
Of these only about 43 million (43,000,000),
live in the United Kingdom.

Q. What proportion of the inhabitants
of the earth are the subjects of King Ed-
ward VII?
A. About one-fifth, or about 22 per cent.
Q. How does the population of the
British Empire compare with that of the
most populous countries outside the Empire?

A. The population of the British Em-
pire is about equal to that of China, and
more numerous than that of any other
country.
Q. What is the annual revenue of the
British Empire?

A. About two hundred and fifty million
pounds (£250,000,000).
Q. How is the British Empire governed?
A. Different portions are governed in
different ways. Some portions, like the Uni-
ted Kingdom, the Canadian Dominion, the
Australian Commonwealth, New Zealand,
Cape Colony, Natal and Newfoundland,
are self-governing; others are partly self-
governed and partly governed by officials
appointed by the Home Government; but
all acknowledge allegiance to the King-
Emperor.

(Continued on Page 3.)

NOTICE OF REMOVAL.
THE Office of the YAN ON MARINE
AND FIRE INSURANCE COM-
PANY, LIMITED, has been REMOVED
to No. 213, DES VEXES ROAD CENTRAL.
Hongkong, June 6, 1907.

WANTED.
A COMPRODRE, having business
connections throughout the South of
China and able to provide substantial
Security consisting of landed property in
Hongkong to the extent of 10% of the
annual turnover. Good remuneration to a
suitable man. First-Class references from a
Foreign Bank required. Apply by letter
only in the first instance to
DENNIS & BOWLEY.
Hongkong, April 4, 1907.

LABUAN COAL.
THE LABUAN COALFIELDS COY-
PANY, LTD., are now prepared to
bunker Steamers at LABUAN, with Good
Fresh Quality LABUAN COAL, double
screened and straight from the Mines.
For further particulars, apply to
BRADLEY & CO.,
Agents.
Telegraphic Address:—
LABOR, Labuan.
Hongkong, March 12, 1907.

Intimations.

NOTICE TO MARINERS.
No. 206 (SPECIAL).
CHINA SEA.
SHANGHAI DISTRICT.
SOUTH CHANNEL—ENTRANCE TO
THE YANGTZE.
KIUTOAN GAS LIGHT-VESSEL.
TEMPORARY REMOVAL OF FOR REPAIRS.
NOTICE IS HEREBY GIVEN that in
consequence of the Kiutoan Gas
light-vessel having been caused serious
damage by collision, she has been tem-
porarily removed for repairs, and that she
has been replaced by the steam lighter
Wai Tung.
The Wai Tung is a vessel of 250 tons,
painted a dark colour, having one black
funnel, one derrick, and one mast. The
funnel, which is surmounted by a black ball,
has a yard across, from each arm of which
one 7th Order 'Fixed White Light' is ex-
hibited by night. The lights which are 25
feet above the sea, should be visible in clear
weather at a distance of 7 miles.
T. J. ELDRIDGE,
Coast Inspector's Office,
Shanghai, June 16, 1907.

GRAND OPENING
OF THE
ARTS EXHIBITION.
FOR A SHORT SEASON ONLY.

UNDER the auspices of the CANTON
NAM KONG PUBLIC COMPANY, there
will be OPENED to the PUBLIC at 57,
QUEEN'S ROAD CENTRAL, (three doors
from Supreme Court), on WEDNESDAY,
16th May, 1907, a Grand Exhibition of
EXQUISITE ART TREASURES, comprising
Paintings, Sculptures, Carvings, Tapestries,
Artistic Marble and Bronze Busts and
Statuary, Ancient Armour and Implements
of War, French and Venetian Wares,
beautiful articles of Decorative Furniture
including a Bedroom Suite in Crystal and a
handsome Roman Chair from the Vatican,
and Rare Curious, Brice-bronze, Brasses,
and other specimens of Virtu collected by com-
missioners in Arts from all parts of the
world to the order of the exhibitors.
A Nominal Fee of FIFTY CENTS will
be charged for admission, the net proceeds
of which will be devoted to the educational
funds of the Canton Nam Kong Public
College.
Children and Soldiers and Sailors in
uniform Half-price.
Doors Opened 12 Noon to 5 P.M.; 7 to
10 P.M.
Tickets may be had at Entrance.
T. H. T. A. I.,
Manager.
Hongkong, May 13, 1907.

**CARMICHAEL AND
CLARKE,**
CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS,
REPAIRS PROMPTLY ATTENDED TO.
TELEGRAMS: 'CARMICHAEL' HONGKONG.
A. B. C. Code, 4th Edition,
1. Code.
Lieber's Standard Code,
TELEPHONE 232.

W. G. HUMPHREYS & CO.,
BANK BUILDINGS.
Hongkong, May 18, 1906.

**PEAR TRAMWAYS COMPANY,
LIMITED.**
TIME TABLE.

WEEK DAY.
9.00 a.m. to 9.30 a.m. Every 30 minutes
9.30 a.m. to 9.50 a.m. Every 10 minutes
9.50 a.m. to 11.00 a.m. Every 15 minutes
11.30 a.m. to 12.45 p.m. Every 15 minutes
12.45 p.m. to 1.15 p.m. Every 10 minutes
1.15 p.m. to 1.45 p.m. Every 15 minutes
1.45 p.m. to 3.15 p.m. Every 10 minutes
3.15 p.m. to 3.30 p.m. Every 15 minutes
3.30 p.m. to 5.00 p.m. Every 15 minutes
5.00 p.m. to 8.00 p.m. Every 10 minutes
NIGHT GARS.
8.45 p.m. and 9 p.m. 9.45 p.m. to 12.15
p.m. every half hour.
SUNDAY.
8.00 a.m. to 9.00 a.m. Every 15 minutes
9.00 a.m. to 9.30 a.m. Every 30 minutes
9.30 a.m. to 10.30 a.m. Every 15 minutes
10.30 a.m. to 11.00 a.m. Every 10 minutes
11.45 a.m. to 12 Noon. Every 15 minutes
12.00 Noon to 1.00 p.m. Every 10 minutes
1.00 p.m. to 5.00 p.m. Every 15 minutes
5.00 p.m. to 6.00 p.m. Every 10 minutes
6.00 p.m. to 7.00 p.m. Every 15 minutes
7.00 p.m. to 8.00 p.m. Every 10 minutes
NIGHT GARS on Week Days.
SATURDAY.
Extra Cars at 11.30 and 11.45 p.m.
SPECIAL CARS by Arrangement at the
Company's Office, Alexandra Buildings,
Des Vexes Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.

For Sale.

FOR SALE.
BOUND VOLUMES
OF THE
'NEW WEEKLY'
ARE ON SALE AT THE
'China Mail' Office,
8, Queen's Road Central.
FOR SALE.
TWO VERY VALUABLE PIECES OF
LANDED PROPERTY situate at
CANTON near the Hongkong Canton and
Macao Steamboat Company's Wharf and
facing the river. The lots contain by
admeasurement 50 'changes' or thereabouts.
Title Deeds can be seen at the Office of the
Undersigned. For further particulars,
apply to
GOLDING & BARLOW,
Solicitors,
10, Queen's Road Central.
Hongkong, May 23, 1907.

Auctions.
PUBLIC AUCTION.
THE Undersigned have received instructions
from THE EXECUTORS OF THE
ESTATE OF THE LATE JOHN COYLE, to sell
by Public Auction,
on
FRIDAY,
the 14th June, 1907, at 2.30 P.M., at
No. 10, MORRISON HILL,—
THE WHOLE OF THE
HOUSEHOLD FURNITURE,
THEREIN CONTAINED,
Comprising—
TEAKWOOD HATSTAND with GLASS, TEAK-
WOOD EXTENSION DINING TABLE and
CHAIR, OVERMANTLES, TEAKWOOD WARD-
ROBES with BEVELLED GLASS, CREST-
DRAWERS, GLASS, CROCKERY and E.P.
WARE, PICTURES, DRESSING TABLES, &c.,
&c., &c.
Catalogues will be issued.
Terms—As usual.
HUGHES & ROUGH,
Auctioneers.
Hongkong, June 10, 1907.

To Let.
FOR RENT.
SEVEN LARGE ROOMS with com-
modious Godown, fronting on the
Canal Road, SHAMSHUI, CANTON. Posses-
sion given from July 1st. Well suited for
general import and export business.
Apply to
'P. S.,'
Care of 'China Mail' Office,
Hongkong, June 10, 1907.

TO LET.
TWO Semi-Detached VILLAS, situated
on a hill in GARDEN ROAD, Kowloon;
bright, airy Rooms; command a beautiful
view near the Ferry; rent exceptionally
low.
Apply to RUTTONJEE & SON,
6, D'Agular Street, Hongkong, and
Kowloon.
Hongkong, June 5, 1907.

TO LET.
No. 8, GRANVILLE AVENUE,
Kowloon.
Apply to
HUMPHREYS ESTATE & FINANCE
CO., LD.
Hongkong, March 17, 1907.

TO LET.
No. 143, PEAK, MAGAZINE GAP. A
6-Roomed House. Low Rental.
Apply to
AHMET RUNJAHN,
2, Pedder Street.
Hongkong, April 20, 1907.

TO LET.
OFFICES in ALEXANDRA BUILD-
INGS.
Apply to
SECRETARY,
A. S. WATSON & Co., LD.
Hongkong, April 22, 1907.

TO LET.
Possession from 1st APRIL NEXT.
2 SEMI-ATTACHED HOUSES, Nos.
138 and 139, MACDONNELL ROAD,
Each with 7 Rooms, Bath Room, Kitchen,
Servant's Quarter and Grass Tennis Court.
Apply to
CHUNG CHI NAM,
YAN ON M. & F. INSURANCE CO., LD.
Hongkong, March 1, 1907.

TO LET.
'QUARNDON' the Peak; Furnished
or Unfurnished.
Apply, by letter, R. HEMMING,
c/o HONGKONG HORIZON.
Hongkong, April 2, 1907.

TO LET.
BEACONSFIELD ARCADE, Fine
Boarding House or Club, containing 28
Rooms. This property would be divided
into 2 or more houses to suit tenants.
Small BUNGALOW containing Furnish-
ed Room with Bath and Dressing-rooms,
Kitchen, &c. Close to BARRACK ROAD Tram
Station, suitable for one or two households.
No. 8, BELLIOS TERRACE, Corner
House, 1st Row.
WELLBURN, No. 81, Peak. 6 Rooms
and Tennis Court.
No. 4, ALBANY, Furnished or Unfur-
nished.
A Five-Roomed FURNISHED HOUSE
in CAMERON VILLAS, Peak, to let for a few
months. Excellent condition. Cheap rent.
No. 3, ALBANY.
Apply to
LINSTED & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, April 12, 1907.

TO LET.
FRONT 1st JULY.
LARGE and Spacious GODOWNS Nos.
9, 9A, 9B, 9C and 10, PRAYA EAST,
at present in the occupation of the Ad-
ministry.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, June 1, 1907.

WASHING BOOKS.
(In English and Chinese).
WASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen can now
be had at this Office.—Price, 50 Cents.
CHINA MAIL Office, 8, Queen's Road
Central.

To Let.
TO LET—(WELL FURNISHED).
BIRNAM BREE, CONDUIT ROAD.
EIGHT-roomed House—Billiard Room,
with full-size Table, 3 Bath-rooms,
Drying Room, Store-room and Pantry—
Good Tennis Lawn, Electric Light and
Bells, and a Telephone.
Apply to
'G. M. B.,'
Care of 'China Mail' Office,
Hongkong, March 19, 1907.

TO LET.
AT the PEAK (Furnished or Unfurnish-
ed), No. 2, STEWART TERRACE.
Apply to
H. E. POLLOCK,
18, Bank Buildings,
Hongkong, June 8, 1907.

TO LET.
No. 21, CONNAUGHT ROAD CEN-
TRAL. Suitable for Offices and
Godowns. Electric Light.
Apply at
Nos. 15, 16 & 17,
CONNAUGHT ROAD.
Hongkong, June 4, 1907.

TO BE LET FURNISHED.—
'SLEMISH'.
No. 101, MOUNT GOUGH, The Peak.
From April next.
Apply
J. HASTINGS,
38, Queen's Road Central.
Hongkong, February 8, 1907.

TO LET.
No. 2, HOLLYWOOD ROAD.
61, POTTINGER STREET. Imme-
diate Possession.
Apply to
ARRATTON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, April 4, 1907.

TO LET.
LARGE FURNISHED BEDROOM
with Bathroom attached. Pantry,
Kitchen and Servants' Quarters.
Apply to
M. GAINS,
No. 3, HOTEL MANSIONS,
(Third Floor).
Hongkong, June 3, 1907.

TO LET.
No. 38, CAINE ROAD; 2nd FLOOR.
GREENHOF, GARDEN ROAD, Kow-
loon, Redecorated, Electric Light, Tennis
Court.
No. 1, FAIRVIEW, ROBINSON ROAD,
Kowloon.
Apply to
LEIGH & ORANGE,
1, Des Vexes Road.
Hongkong, February 19, 1907.

TO LET.
HARPERVILLE, GARDEN ROAD,
6 Rooms with Tennis Court and
detached Servants' Quarters. Possession
from 1st Jan., 1907.
Apply to
PERCY SMITH & SETH,
Accountants, Auditors, &c.,
5, QUEEN'S ROAD CENTRAL.
Hongkong, January 18, 1906.

TO LET.
No. 1, WEST END TERRACE, SEA-
SIDE, CANTON.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, June 1, 1907.

TO LET.
A HOUSE in WONG NEI CHONG
ROAD.
OFFICES in KING'S BUILDING and
YORK BUILDING,
GODOWNS on PRAYA EAST.
A HOUSE in CLIFTON GARDENS
Conduit Road.
FLATS in MORRISON TERRACE.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, June 1, 1907.

TO LET.
TWO FOUR-ROOMED HOUSES, at
PRAYA EAST, near East Point.
Apply to
JARDINE, MATHESON & O.
Hongkong, January 3, 1907.

TO LET.
IMMEDIATELY the spacious premises
on the Ground Floor of No. 2,
PEDDER STREET, at present occupied by
Messrs. HARRIS KERRY & CO., LTD.
Apply to
GILMAN & CO.
Hongkong, January 23, 1907.

TO LET.
A HOUSE in KNITSFORD TER-
RACE, KOWLOON.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, June 1, 1906.

TO LET.
Nos. 3 and 4, OBSERVATORY VIL-
LAS, Kowloon. Moderate Rental.
Tennis Court and Electric Light.
Apply to
ARRATTON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, May 1, 1907.

TO LET.
Front 1st JULY.
LARGE and Spacious GODOWNS Nos.
9, 9A, 9B, 9C and 10, PRAYA EAST,
at present in the occupation of the Ad-
ministry.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, June 1, 1907.

WASHING BOOKS.
(In English and Chinese).
WASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen can now
be had at this Office.—Price, 50 Cents.
CHINA MAIL Office, 8, Queen's Road
Central.

MORE QUESTIONS.

Planning the Government Down.

At the meeting of the Legislative Council on Thursday next at 2.30 p.m., the Hon. Dr. Ho Kai will ask:

1. What steps does the Government propose to take, and when, in regard to carrying out the recommendations of the Public Health and Buildings Ordinance Commission?
2. If the Government does not propose to carry out the recommendations of the Commission in toto, which of such recommendations does the Government propose not to carry out?
3. Will the Government make a statement of what they propose to do with regard to the recommendations of the Commission?

THE SANITARY COMMISSION.

More Pertinent Questions.

At a meeting of the Sanitary Board today Mr. A. Nicholson Hooper, pursuant to notice, asked:

1. Whether the President of the Sanitary Board will ask the Government if the Schedule B in Appendix to the printed report of the Public Health and Buildings Ordinance Commission which was sent to the Board and laid on the table at the last meeting is a true copy of the Schedule B of the original report.
2. The Hon. Dr. Atkinson replied: It is not.
3. If not, in what respect does it differ, and by whom and under what authority or addition made?
4. It differs by the addition of eight members of the Sanitary Department who have consented to be members since the Commission set up by the authority of the Officer Administering the Government.
5. Whether Schedule A of Appendix No. 1 of such report which is stated in the copy sent to the Board as not printed, is printed in whole or in part, in such copy.
6. The names of those eight members were extracted from Schedule A, which contained three lists of names, viz., (a) Names of members of the Department whose cases have been considered and against whom the Commissioners stated that the charges had not in their opinion been proven, (b) Names of members who had been reported to and dealt with by the Government, and (c) The names of two officers whose cases the Commissioners considered and against whom further inquiry. The Government never publishes the names of officers who are tried and acquitted, and it is obviously undesirable to publish the names of those whose cases are still pending.

THE UNITED CLUB.

Case for Defence Opened.

The charges against W. D. Radburn, Sapper Rodgers and Mrs. Rodgers of selling liquor without a license at the United Club was again before Mr. P. A. Hazland at the Magistrate's today. Mr. P. W. Goldring appeared for Mr. and Mrs. Rodgers.

Radburn stated that he was employed as barman at the United Club. On May 28 two soldiers came in and called for two "drams of top" (Beer sharades). He asked them if they were members and they answered No. "I am sorry I can't serve you," said witness. "We are going to be members. Mr. Rodgers knows all about it," rejoined Tanne-Corporal Gee. "I'll give you the drink and you can see Mr. and Mrs. Rodgers in a few minutes," said Radburn. I then asked them to sign their names in the book and one remarked "What's the use? I was not frightened. I was only homesick and nothing to do with it. A couple of days after the Club started two soldiers—from the R.G.A. and R.E.—visited the Club and asked for drinks. I refused them. Then they said they were members, but I could not find their names in the book. On the following day the Secretary came and told me they were members but that he had forgotten to enter their names in the book. I was engaged by Mr. Rodgers as barman at a salary of \$40 per month with board and lodging.

Mr. Goldring in outlining the case for the defence said that Mrs. Rodgers, shortly after her marriage with Sapper Rodgers, sold out her share in the Western Hotel. About the same time a large number of the members of the Royal Engineers were considering the establishment of a Club and it was decided to arrange with Mrs. Rodgers for her to lease premises and furnish them and let them to the Club and this was ultimately done, the Club paying \$100, out of which sum the barman had to be paid. The Club was commenced on May 15 and at the first meeting a large number of members were enrolled, and this number was subsequently added to, mainly by new members from the Royal Engineers.

Mr. Hazland—Could they be members of the Club unless they were balloted for?

Mr. Goldring—The meeting was to be held in the early part of June and all the members would be balloted for en bloc, but after that each new member would be balloted for separately. The profits of the Club were to be devoted to the upkeep and improvement of it. Many non-members had called at the Club and called for drinks but had been turned away.

Mr. Hazland—How about these two soldiers?

Mr. Goldring—Mr. Radburn made a mistake. The men said they were going to join. The Club was then only in embryo.

Mr. Hazland—The question is ought they to have sold liquor?

Mr. Goldring thought he would be able to satisfy His Worship as to the bona-fides of the Club and the two defendants.

The further hearing was adjourned until Monday next, at 2 p.m., and Radburn's bail was reduced to \$20.

SHANGHAI IN PARAGRAPHS.

(From Our Correspondent.)

Shanghai, June 6.

An extremely sad accident has brought to light our antiquated methods of keeping the public streets in order. At 11.30 p.m. on Tuesday night at the junction of the Nanlong and Houan Roads one of the most difficult crossings we have to worry us—a motor car and a fire truck crashed into one another. One of the occupants of the motor, Captain Manger, sustained severe injuries, including a fractured skull and his recovery is hardly to be hoped for. Mr. Chickon, the driver of the truck, escaped uninjured, so also did another occupant of the motor car, but the driver of that vehicle, M. Bouquet, had his legs very badly hurt. Fortune was certainly in an unkind mood with Captain Manger, because it will be remembered the ill-fated French cruiser Chanzy belonged to him, and it was a sad trial to rescue him from that peril only to meet with terrible trouble, probably death, in the streets of Shanghai. It is safe to presume the accident would not have happened if a policeman had been at the crossing regulating the traffic, but according to our absurd rules no policeman are kept on duty at street crossings after 8.30 p.m. True it is that after this time vehicular traffic is not very great but it still goes on and naturally it is of the first importance that men in authority should be on the spot to regulate the coming and going of the various vehicles.

The Horse and Pony Show was marred by abominable weather and many disappointed would-be spectators are still grumbling because the exhibition was not postponed. In previous years this has been done even twice, and it is a pity the same method was not adopted this spring, because the Horse and Pony Show is a much loved feature of our social and sporting life. At the same time, only a few of us could summon up sufficient courage to attend and sit on the wet stand while the rain divided miserably and persistently on our unfeeling heads. However, from the point of view of good horsemanship, the Show was one of the best we have had and the driving of the ladies calls for a very special word of praise. In and out the circling post Mrs. Crawford drove "Roan Arcane" to victory in fine style. There was no crawling round to make sure of missing the posts but a brisk pace from start to finish which gave the event a splendid style very well worth watching. Mr. Pearson's "Pittaven" secured first for China Ponies in the Walk, Trot, Canter, Manners and Conformation class, while Mrs. Roberts' "Duchess of Hongkong" was successful in the same class for horses. Fond as we are of the stately little China pony, he does look sadly out of place on a day like this when we can watch the grey and lance and shiny beauty of a thoroughbred horse and wish only possible we would advocate two Shows: one for the horse and one for the China pony, and then it would avoid making harmful and unkind comparisons.

A new type of incandescence of a peculiarly disagreeable nature is creeping into Shanghai fashion. On three occasions and each time in a different locality the vermin of a foreign house has been fired, but, fortunately, the blaze has always been discovered in its infancy and no real damage to life or property has been wrought. So far no trace of the incense has been found although suspicions have rested on an unemployed Sikh. That is not much to go on and we sincerely hope the perpetrator may be discovered before he affects some terrible mischief. It is not nice for residents in the many isolated houses within the Settlement to be uncertain whether they will be burnt to death after they have peacefully retired to their beds.

The enterprise and bustle of the New Palace Hotel has at last aroused the Astor House to a proper sense of its shortcomings. They have called an Extraordinary General Meeting in which two important resolutions were passed. The first that the existing debentures be redeemed and in lieu thereof of debentures to an amount not exceeding \$1 per cent per annum be issued, and the second, and dependent upon the passing of the first, that the Directors are authorized to proceed with the rebuilding of certain portions of the Hotel. What was stated at the Meeting was more than true. The building as it now stands is quite unfitted to provide first-class hotel accommodation to visitors to Shanghai. It can boast no suite of rooms, not even private dining rooms, and in face of the up-to-date accommodation and accessories which the New Palace offers the Astor can no longer expect to live on its name alone. Besides there is ample room for two, even more, large hotels, and, as was pointed out, if the Astor does not commence to supply the want, another competitor will step in and cut the ground from under its feet. It cannot afford to wait until the completion of the Garden Bridge. It has suffered sufficient loss on this account already and the sooner it is in a better position to earn better dividends, the sooner will the shareholders cease to shake their heads with depressed gloom. I hear you people in Hongkong want a new hotel!

The split between the two Fire Brigades has finally been decided upon, and dating from next January the French Concession will have a Brigade of their own. The proceedings have been conducted with the utmost courtesy, the French Municipality will pay the sum required by our Municipal Council up to next January and they have expressed the hope that in the event of a fire in districts adjoining both Brigades the old comradeship will survive and that

both bodies of men will work side by side in the cause of humanity. We, on our part, have reciprocated the goodly feeling, and both as we shall be part from our French neighbours, once again we reiterated the sorrow will be very much softened if it ultimately leads to the establishment of a paid and trained Fire Brigade.

MATTERS FEMININE.

Betty's London Letter.

LONDON, May 11th, 1907.

EVENING FROCKLET.—The almost exclusive use of soft satin for evening frocks this season is delightful news for the woman of an economical turn of mind. It is so hard wearing and a frock of this material will outlast any number of flimsy chiffon and silk-muslin gowns. A frock of pale gold satin was made with a long softly falling skirt, and a bodice cut on pinnate lines, over a white lace chemise of coarse string coloured lace, thickly embroidered with gold thread. The sleeves, made of the embroidered lace also, were made with a wing-like effect and edged with a wide band of yellow satin. A lovely frock of oyster-white satin made in Empire style had a bodice lightly veiled with grey chiffon. The skirt which fell plain from the high waisted corsege was embroidered deeply at the hem in silver thread, the same embroidery showing on the bodice beneath the chiffon veiling. A belt of silver was worn high under the arm and fastened with large moonstone buckles. Evening cloaks appear to be more elaborate than they ever were. Some of the newest models are made of chiffon velvet in the most delicate of shades and are cut in the form of a loose three-quarter length coat. They have a yoke and under-sleeves of thick Irish lace and are lined with soft satin frilled with tiny frills of Valenciennes lace. Heavy brocade as a material for evening cloaks is also in vogue, and in this case, the yoke and sleeves are embroidered in gold or silver thread and the cloak is entirely lined with gauze chiffon. Vieux rose is one of the colours which has sprung into instant vogue and poppy red is another. A scarf of poppy-red filmy gauze is most effective when worn with the black evening gown that is now so fashionable, as is a bunch of scarlet flowers tucked into the high-waisted belt. The wearing of artificial flowers, by the way, is much on the increase and some of the coquette bouquets are so cleverly contrived to resemble to nature.

SUMMER MATERIALS.—Viole still leads the list of favourite materials for summer gowns and some of the prettiest frocks are showing a living in distinct colour contrast. For instance at the Naval Review last week I saw a lovely gown of smoke-grey velvet over a pinkish mauve silk slip. Straps of satin in the same mauve tint were laid on the skirt and the bodice was covered with Irish lace dyed to match the veil. The waist belt was made of broad chine ribbon in a soft tangle of pale colours, the pink shade of mauve being prominent. Another smart costume worn at the Review was of navy blue serge fitted with a vest of striped black and white silk, the short coat being also faced with the striped silk. With this was worn a large black picture belt trimmed with long black feathers and a black chiffon lace.

COLORED FROCKS.—Are both useful and pretty and infinite in their variety, tho' the checked zephyr seems the favourite of the moment. A pretty blue and white checked frock was lavishly trimmed with white Valenciennes insertion run with blue ribbon, and finished with lace frills constructed in a simple fashion so that it could be "got up" when soiled and yet look as pretty as ever.

THE LATEST IN FANS.—A revolving fan for ladies is the latest novelty in that line. By pressing a spring in the handle, the fan revolves in one direction till the force of the spring is exhausted; releasing the pressure of the thumb causes the fan to revolve or unwind itself in the reverse direction. Thus one can fan oneself without the tiring movement of the wrist or arm.

THE WEEK'S RECIPES.

EGGS POACHED IN MILK.—Eggs poached in milk afford not only a pleasant variety but offer a slight increase of nourishment over the usual way. The milk should come to the boiling point, then the egg should be dropped in and cooked as if in water. A little of the hot milk should be poured over the toast on which the egg is served so as to soften it, before the egg is slipped out.

MEAT BROWNIES.—Cut some small slices or wedges of mutton about one inch long and sprinkle each with chopped parsley. Make a batter by beating up a cup of milk with a little flour and milk, dip the pieces of mutton into it and fry in dripping. When done, pile the brownies into a silver entree dish with a small garnishing of parsley and send to table quite hot.

SCONES.—Take one pound of flour and a pinch of salt and rub into it 4 ounces of butter. Take one teaspoonful of carbonate of soda and one teaspoonful of cream of tartar and dissolve in half a pint of milk. Add this to the flour, etc., to make to the consistency of dough. Roll out lightly, cut into rounds with a wineglass, and bake. Serve buttered and very hot.

LINGERING COLDS.

THE longer a cold hangs on, the more it weakens the system. Do not run the risk of an attack of pneumonia by neglecting a cold. Chamberlain's Cough Remedy will cure your cold and all danger from this disease will be avoided. For sale by all chemists and druggists.

BY WHARF AND WAVE.

Ballard Island, where the Chanzy ran ashore, is a very small island belonging to the Fisherman Group, about 112 miles from Shanghai. It is about three miles from the light in Steep Island Pass, and about one-third of that distance from the West Fisherman. Steep Island Pass where the water is very deep is nearly two miles wide. The strong currents that abound in the spring tides require to be carefully studied to know the way they set.

It is stated that some corrections have been made in the Japanese naval chart with reference to the depth of water at Chemulpo. The Japanese naval chart, it seems, has hitherto been recognized as an authority among navigators in general upon the depth of water in the harbour, but the Chemulpo Customs House has lately made certain corrections and has called the attention of the Hydrographic Office of the Japanese Naval Department to them. That office soon verified the truthfulness of the corrections, and announced the adoption of the same in No. 1928 of the Hydrographic Notifications.

The Japanese junk Taiwan Maru, for which the Fukushima Maru is now searching, vide our paragraph of yesterday, left Hongkong on May 28 bound for Formosa. She had only reached Hongkong three days previously from St. John's Island, with a jury rudder rigged, having drifted from the Formosa Channel (where she had been fishing) during a north-east gale about the middle of April. She carried a crew of 31, of whom 14 were Chinese. The latter, it is stated, were rather dubious of the Captain's qualifications and doubted whether he could navigate the junk back to Tamsui, which port she originally left, and talked of taking the Douglas steamer instead. The junk was a vessel of 900 piculs, of the Swatow build.

A Reuter telegram from Stockholm says that a company has been formed there with the name of the Svensk Oceanisk Kompagnij, with the immediate object of establishing a regular service of steamers between Sweden and the Far East. Later on its activity will possibly be extended to commercial and industrial enterprises. The company has been formed on the understanding that the Swedish Government will grant a yearly subsidy to its Far Eastern service for five years, the amount to correspond to the Suez Canal dues. A further condition is that the company shall receive a loan of \$2,000,000 kroner—about £112,500—to cover the cost of building the first four steamers for the line. The company will work in conjunction with the East Asiatic Company of Copenhagen.

Forty-eight survivors of the crew of the oil tank steamer Silverlip, which was abandoned on fire in the Bay of Biscay, on May 1, were landed at Plymouth two days later by the steamer Westgate. The cleared remains of four of their comrades had had to be left behind to go down with the sinking ship. The Silverlip, which belonged to the Shell Transport Company, and was of 7,492 tons register, was on a voyage from Singapore to the Isle of Wight for orders with a cargo of benzine in seven tanks. About 2 o'clock on May 1, a loud explosion occurred and the ship burst into flames amidships. The fire gave off suffocating fumes and dense volumes of smoke, and was accompanied by flames which shot up from 70 ft. to 100 ft. into the air. There was no chance of fighting the fire, and from the very first the Silverlip was doomed. Fortunately, it was daylight, and the steamer Westgate was early on the scene, otherwise the loss of life would probably have been great. As it was, five men were lost, including the chief engineer, Bell; the boatwain, Grant; the carpenter, Knutling; and two firemen named Abbas and Munroe. They were all probably killed by the explosions or were burnt to death. The captain of the ship, Mr. Nathaniel Hocking of Plymouth, stated that the vessel was blazing when she was left; but the fire had not then extended from end to end; although it was steadily doing so. Explosions followed one another at frequent intervals, as the various compartments in which the oil was stored became ignited. Everything possible was done to save life, and as speedily as possible the boats were got out. After taking on board the 48 men, the Westgate steamed round the burning vessel, but saw no further signs of life. The loss is of much importance to underwriters, and even more to the general travelling public. The Silverlip is stated to be the first oil tank steamer to carry a bulk cargo of motor spirit or benzine through the Suez Canal since the regulations were recently relaxed. The steamer was a comparatively new vessel, having been built at Low Walker, on the Tyne in 1903. She is valued at £25,000, and the cargo at about £35,000. Other insurers, total loss only, amount to about £20,000, so that the total insurances are at least £170,000.

The last of the steamer was seen by the crew of the Spanish steamer Eales on May 7. The captain of the Eales states that at six o'clock in the morning the steamer noticed a great blaze and the course of the Eales was changed to the direction of the derelict. Great clouds of sparks were being showered from the vessel, and the Eales was obliged to stand off. A boat containing five men was launched and approached the Silverlip. All but the stem was waterlogged, and the vessel appeared to be on the point of sinking. At great risk to their lives, the four sailors boarded the vessel and discovered the charred remains of four men. A dog with hair singed stood over them whining piteously. The terrible heat from the burning hull made it impossible to remain aboard longer, and the men returned to their boat. At the moment they boarded the Eales, a great explosion occurred aboard the Silverlip, which heeled over and sank.

SPORTING.

GOLF.

THE ROYAL HONGKONG GOLF CLUB.

The monthly competition for the Robertson Farewell Cup was held at Happy Valley from the 8th to 10th June, 1907. The following cards were handed in:—

| ROBERTSON FAREWELL CUP. | |
|-------------------------|---------|
| Mr. C. W. May | 84-3=81 |
| Mr. M. A. Murray | 84-3=81 |
| Mr. T. C. Gray | 84-3=81 |
| Mr. F. W. Warr | 84-3=81 |
| Mr. E. V. D. Parr | 84-3=81 |

| POOL. | |
|-------------------|----------|
| Mr. T. S. Forrest | 73+2=75 |
| Mr. T. C. Gray | 80-11=75 |
| Mr. C. W. May | 84-7=77 |
| Mr. M. A. Murray | 84-5=79 |
| Mr. F. W. Warr | 84-7=81 |
| Mr. E. V. D. Parr | 82-8=84 |

Winner of Cup.
* The Pool.
The fine score of 73+2=75 returned for the Pool by Mr. T. S. Forrest was made up as follows:—
1st round: 4 5 4 3 4 5 4 4-37
2nd round: 3 3 4 4 5 4 5 4-36

Volunteer Reserve Association.

The following are the highest scores made on Saturday and Sunday last in the competition for the cups presented by His Excellency Sir Matthew Nathan and Sir Paul Chater at 500 yards on the King's Park Range:—

| | | | |
|----------------------|----|----|----|
| Mr. A. Jenkins | 70 | 50 | 70 |
| Mr. J. M. Atkinson | 50 | 50 | 70 |
| Mr. J. Lewington | 62 | 7 | 69 |
| Mr. E. Jones | 62 | 7 | 69 |
| Mr. D. Willis | 55 | 14 | 69 |
| Mr. P. J. Woodhouse | 64 | 4 | 68 |
| Mr. R. S. Carruthers | 64 | 4 | 68 |
| Mr. A. Mackenzie | 63 | 5 | 68 |
| Mr. W. J. Saunders | 61 | 7 | 68 |
| Mr. A. A. Bolton | 50 | 12 | 68 |
| Mr. H. M. F. L. May | 57 | 10 | 67 |
| Mr. G. Gibson | 49 | 18 | 67 |
| Mr. J. H. Pidgeon | 66 | 8 | 66 |
| Mr. E. W. Tarrey | 64 | 2 | 66 |
| Mr. J. C. Gow | 63 | 13 | 66 |
| Mr. R. Baker | 60 | 4 | 64 |
| Mr. F. Pigott | 59 | 3 | 62 |
| Mr. W. J. J. Gast | 48 | 14 | 62 |

There were 65 entries.

The fine score made by Mr. Jenkins of 14 consecutive bullseyes shows that the form shown at the C.U.S.R.A. meeting when he won the championship at 500 yards was by no means a fluke. Mr. Jenkins is the third reserve to have accomplished this feat, Mr. Pidgeon having done the same last year, and Mr. Gow the year before. The pool this week was won by Dr. Atkinson, with the score of 70 points; there were 45 entries.

HOME POLITICS.

The Government's Troubles.

LONDON, May 31.

The difficulties besetting the Government are exemplified by the fact that two meetings were held yesterday evening. The Labour Party adopted a resolution urging the holding of a Session in the autumn for the purpose of carrying through Parliament the Minors' Eight Hours Bill and other Labour measures.

Sixty Nonconformist members of the House of Commons have adopted a strongly worded resolution in reference to the delay in the fulfilment of the promises of the Government regarding legislative measures respecting education.

Appeals from the Government to the delegates for a more moderately worded resolution led to angry speeches. The Temperance Party have shown themselves to be equally insistent on matters pertaining to the reform of the licensing laws. There are also signs of a recrudescence of the agrarian troubles in Ireland.

"I FORGOT GOSCHEN."

Lord Randolph Churchill as I Kipling him is the title of a very entertaining article by Mr. Henry W. Lucy in "Blackwood's Magazine" for April. In this article Mr. Lucy relates the circumstances in which that historic phrase, "I forgot Goschen," was uttered. He says: "In his biography of his father, Mr. Winston Churchill throws doubt on the existence of this forgotten phrase. As I gave currency to the phrase, this may be a convenient place for stating my authority. It was Lord Randolph himself."

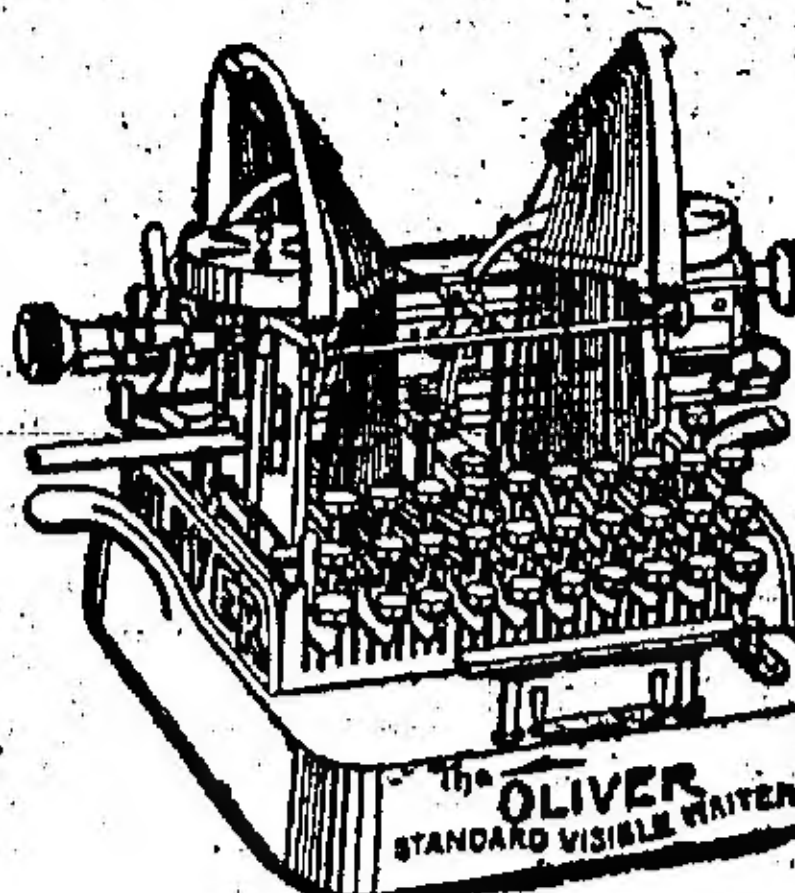
"A little less than a week after I had written to Lord Salisbury resigning the Chancellorship," he said, "in words of which I made a note at the time, 'I was walking up St. James's Street when I met—' (mentioning the name of a lady well known in political and social circles). 'She was driving, and stopped the carriage to speak to me. She asked how things were going on. I said I thought they were doing nicely. Harrington had refused to join them, and whom else could they get? 'Have you thought of Mr. Goschen?' she asked in a tone and manner that indicated she knew more than the innocent inquiry indicated. It flashed on me in a moment I saw the game was lost. As I confessed to her, I had forgotten Goschen."

"Shortly after this conversation I met the lady, happily still with us, and mentioned Lord Randolph's statement. She confirmed it with the curious graphic remark: 'Driving up St. James's Street, I never pass a certain lamp-post without thinking of Randolph—of the sudden change that came over his face when I mentioned Mr. Goschen, and the abrupt salute with which he passed on.' He had played his game, and his last treasured card on the table, and it was trumped."

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Hong Kong, June 11, 1907.

1093

A HONGKONG DIVORCE CASE.

The "Handsome" Pugilist.

In the early part of May in the Divorce Court, before Mr. Justice Bagnave Deane, the petition was heard of Charles William Marshall for the dissolution of his marriage with Kate Swillo Marshall, nee Corfield, on the ground of her adultery with Charles Clarence St. Clair.

Mr. William Raydon said that the parties had been married on Oct. 24, 1899, at St. Andrew's Church, Tokyo, Japan, by the Rev. William Andry, Bishop of South

Tokyo, according to the rites of the Church of England, and a certificate of the marriage had been obtained from Somerset House, being a "certified copy of an entry occurring in a Register Book of Miscellaneous Foreign Marriages (Vol. 3, 1890-1900), deposited in the General Register Office, Somerset House, London."

The parties had known each other in England, and after the petitioner had gone to Yokohama on business, the respondent went out, and they were married in Japan. The marriage was not a happy one, owing to the respondent's intemperance habits, and in June 1900, he brought her back to live with his parents in England.

Subsequently, in January, 1902, she rejoined him in Hongkong, but her habits had not improved, and in July, 1902, they separated, and a deed of separation was subsequently executed on Nov. 7, 1902, which was signed by the parties, and also by the co-respondent, as trustee for the respondent, he being represented by her as an old family friend. On the execution of the deed the petitioner paid his wife \$800 in cash and her debts. Shortly afterwards he read in the China Mail of Nov. 13, 1902, in the list of departures per S.S. Hupoh, for Shanghai, the names of "Mr. and Mrs. C. C. St. Clair," and on his return to England in October, 1903, he made inquiries concerning his wife at Whitstable, and filed his petition for divorce. The day after they sailed from Hongkong the co-respondent wrote as follows to the respondent's sister in Whitstable:—"S.S. Hupoh, at sea, Nov. 14, 1902. My dear Mrs. St. Clair—Kitty (the respondent) has asked me to write you a few lines about myself."

"I am a Yankee and a pugilist—a man who fights for money with his fists. In England men of that class are looked down upon, but in America it is considered an honourable profession, and a well paying one also; in fact, it pays better than any other that I know of. I met your dear sister in Hongkong, and it was a case of love at first sight, and, like all Americans who make up their minds to leave anything, I laid violent siege to your sister's heart, and, as they say in America, 'I won out.' Our marriage has not alienated my plans. I am the champion middle-weight of the eastern portion of the United States—a middle-weight of training for a fight weigh about 170 lbs., dark, with black hair and eyes, clean shaven, and Kitty says very handsome, but I think there is something the matter with both her eyes. I am anything but poor; we are bringing lots of pretty things from China and Japan. Well, I've said enough, I guess, which is an Americanism. Your loving brother, Charles Clarence St. Clair, P.S.—We are sending out cards."

Evidence having been given in support of the petition, showing that in February, 1905, the respondent and co-respondent had been living at Whitstable, stating that the respondent had divorced the petitioner and had married the co-respondent.

Mr. Justice Bagnave Deane intimated that he was satisfied that the adultery was proved, but in his opinion, the validity of the Japanese marriage had not been established.

Mr. Raydon: The certificate from Somerset House, I submit, establishes that. It shows a marriage celebrated according to the rites of the Church of England by an Anglican Bishop. Not being a Consular marriage, it falls within the decision in "R. v. Millis."

Mr. Justice Bagnave Deane: How do I know it was a valid marriage in Tokyo? Chelena and D. Arch. Chelena followed by according to the law of Japan? This case of "R. v. Millis" does not apply. You must call someone who is acquainted with the law of Japan to prove the marriage was a valid one.

Mr. Raydon: Japan is a heathen and not a Christian country, and I should submit "R. v. Millis" covers this case. The official at Somerset House do not know where the entry comes from, and suggests it is made under the Canon Law.

Mr. Justice Bagnave Deane: Then you had better look up your Canon Law? (Laughter.) The case must be adjourned until you have satisfied me as to the validity of this marriage. Although I happen to know the Bishop, I have no official knowledge of the validity of his acts.

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THE N.Y.K. MEETING.

Mr. Kondo's Speech.

The Nippon Yusen Kaisha held their 22nd half-yearly general meeting at 2 p.m. on May 29 at the Tokyo Chamber of Commerce. After the accounts for the six months from November 1st, 1906, to April 30th, 1907, had been submitted to the shareholders, Mr. R. Kondo, President of the Company, gave a speech. He said, as we learn from the "Japan Mail," that the business of the period under review had been positionally inactive, and, accordingly, the accounts were seriously affected. As the financial results, especially the two prominent German shipping companies, are experiencing some difficulty with the lines to Japan. The Japanese shipping companies must endure with patience at the present critical time and must await the recovery of general business. The present condition of the Nippon Yusen Kaisha is not very favourable, yet the business is five times as large as it was ten years ago. There is no doubt that the Company will accomplish further development in the future.

Owing to the position of the Island Empire, further improvement in the shipping business seems to be inevitable, and on the other hand, a further development of general commerce is attainable. The whole property of the Nippon Yusen Kaisha, at the present, is valued at forty-seven million yen. Referring to the accounts, Mr. Kondo went on to say that under negotiation with the

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PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

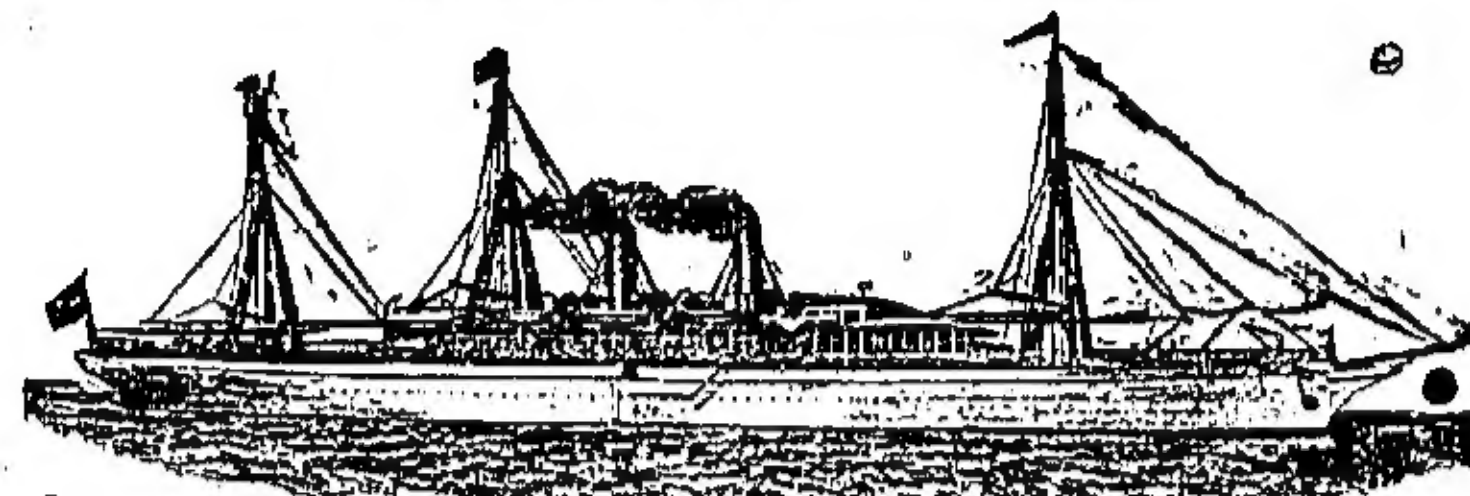
WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

| FOR | STEAMERS | TO SAIL ON | REMARKS |
|---|----------|------------|-----------------------------|
| MOJI AND KOBE | CEYLON | About 11th | Freight and Passage. |
| SPANGHAI | DELTA | About 15th | Freight and Passage. |
| LONDON, via Suez Ports | MALTA | Noon, 16th | See Special Advertisements. |
| LONDON & ANTWERP | NUBIA | About 20th | Freight and Passage. |
| SHANGHAI, NAGASAKI, MOJI, KOBE AND YOKOHAMA | NYANZA | About 21st | Freight and Passage. |

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R. A. HEWITT, Superintendent.

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18 DAYS HONGKONG TO VANCOUVER.

| R.M.S. | Days | Leave Hongkong | Arrive Vancouver |
|------------------|-----------|--------------------|------------------|
| TARTAR | 4425 Tons | Wednesday, June 19 | July 13 |
| EMERALD OF CHINA | 6000 Tons | Thursday, July 4 | July 22 |
| ATHENIAN | 3882 Tons | Wednesday, July 17 | Aug. 10 |
| EMERALD OF INDIA | 6000 Tons | Thursday, Aug. 1 | Aug. 19 |
| MONTEAGLE | 6183 Tons | Wednesday, Aug. 14 | Sept. 7 |
| EMERALD OF JAPAN | 6000 Tons | Thursday, Aug. 29 | Sept. 14 |

THE swiftest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's new palatial 'EMERALD' Steamships, 14,500 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

R.M.S. MONTEAGLE, TARTAR and ATHENIAN carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

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PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| DESTINATIONS | STEAMERS | SAILING DATES |
|---|---|------------------------------------|
| MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID. | KAMAKURA MARU, Capt. H. Fraser, Tons 6126 | WEDNESDAY, 12th June, at Daylight. |
| | HITACHI MARU, Tons 6750 | WEDNESDAY, 26th June, at Daylight. |

| | | |
|--|------------------------------------|----------------------------------|
| VICTORIA, B.C., and SEATTLE, WASH., via SHANGHAI, MOJI, KOBE & YOKOHAMA. | AKI MARU, Capt. M. Yagi, Tons 6444 | TUESDAY, 26th June, at Daylight. |
|--|------------------------------------|----------------------------------|

| | | |
|---|---|-----------------------------|
| SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE. | KUMANO MARU, Capt. N. Matheson, Tons 5178 | FRIDAY, 14th June, at Noon. |
| | YAWATA MARU, Capt. T. Harrison, Tons 3817 | FRIDAY, 12th July, at Noon. |

| | | |
|------------------------------|---|--------------------------------|
| NAGASAKI, KOBE AND YOKOHAMA. | YAWATA MARU, Capt. T. Harrison, Tons 3817 | WEDNESDAY, 12th June, at Noon. |
| KOBE AND YOKOHAMA. | HAKATA MARU, Capt. T. Murai, Tons 6161 | FRIDAY, 14th June, at Noon. |

| | | |
|---|---|-------------------------------|
| SHANGHAI, MOJI & KOBE. | YOTOMI MARU, Capt. A. Keith, Tons 3412 | FRIDAY, 14th June, at Noon. |
| BOMBAY, via SINGAPORE, COLOMBO AND PORT SAID. | BOMBAY MARU, Capt. S. Ishikawa, Tons 4636 | THURSDAY, 20th June, at Noon. |

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

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MINNESOTA

28,000 TONS

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Sailing Dates Subject to Change.

MINNESOTA, Captain C. F. Austin, On WEDNESDAY, 31st JULY, at Noon.

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† Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

† For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan and Hong Kong.

† For full information regarding freight or passage apply to

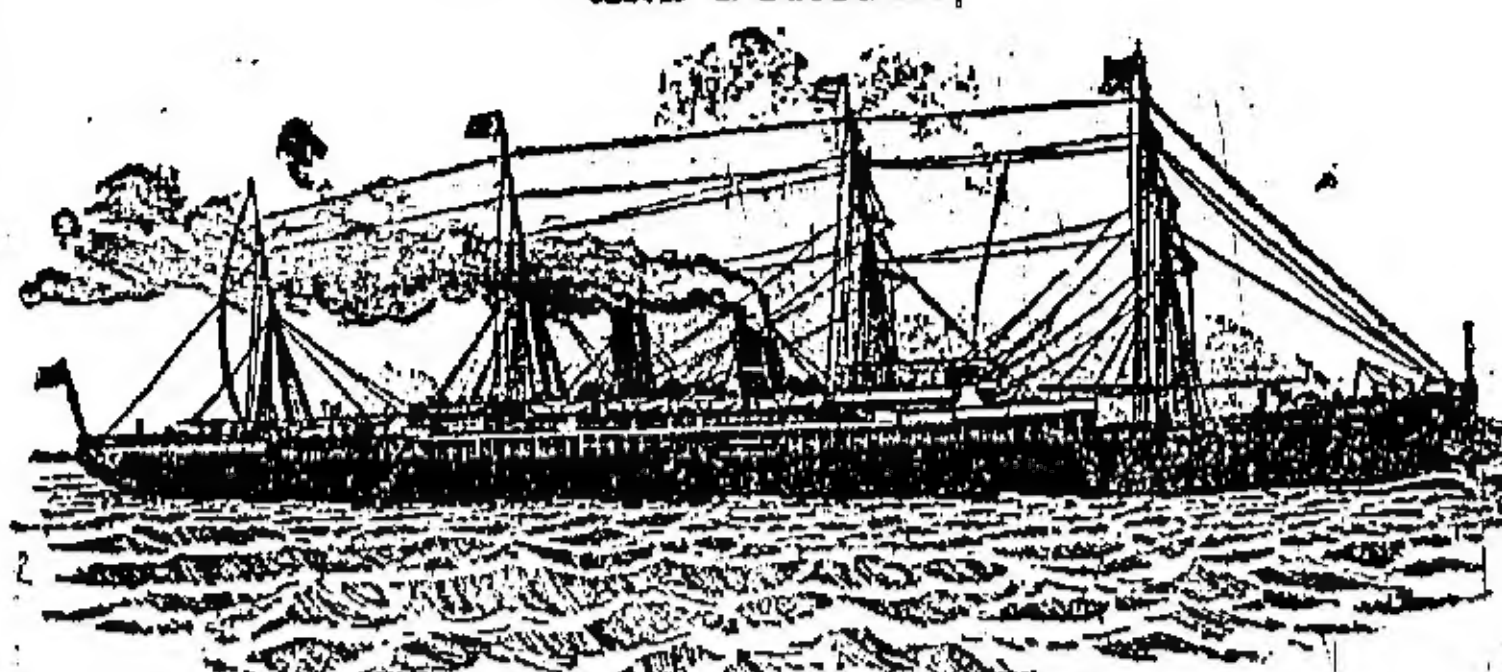
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PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| STEAMERS | SAILING DATES, 1907. |
|---------------------------|-------------------------------|
| * SIBERIA, 18,000 Tons | TUESDAY, 18th June, at Noon. |
| * CHINA, 10,200 " | TUESDAY, 25th June, at Noon. |
| * MONGOLIA, 27,000 " | TUESDAY, 2nd July, at Noon. |
| * NIPPON MARU, 11,000 " | TUESDAY, 9th July, at Noon. |
| * DORIO, 9,500 " | SATURDAY, 20th July, at Noon. |
| * COPTIC, 9,000 " | SATURDAY, 27th July, at Noon. |
| * HONGKONG MARU, 11,000 " | TUESDAY, 6th Aug., at Noon. |
| * KOREA, 18,000 " | FRIDAY, 16th Aug., at Noon. |
| * AMERICA MARU, 11,000 " | SATURDAY, 11th Aug., at Noon. |

Yokohama to San Francisco, via SIBERIA, 18,000 tons, September 16-27th 1906; 10 days, 11 hours and 5 minutes.
San Francisco to Honolulu, via SIBERIA, 18,000 tons, August 18th-20th, 1906; 4 days, 19 hours.
San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu on route, August 18th-21st, 1906, 13 days, 18 hours.
Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1906; 10 days, 10 hours and 29 minutes.

THE P. M. Steamship SIBERIA will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 18th June, 1907, at Noon, taking cargo for Japan and the United States.

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For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

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SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, KIELUNG, MOI, KOBE & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

| STEAMSHIP | TONS | CAPTAIN | TO SAIL ON |
|-----------|------|--------------|------------------------------|
| ALEXIA | 5167 | JOHN ERNST | Wednesday, June 12, at Noon. |
| NIOMEEDIA | 4370 | G. MEITZEN | Saturday, June 22, at 5 p.m. |
| NUMANTIA | 4371 | H. FELDMEYER | Monday, July 15, at Noon. |

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

FOR HOIHOW, PAKHOI & HAIPHONG

| STEAMER | TO SAIL |
|--|---------------------|
| SWATOW AND SHANGHAI | June 12, at 10 a.m. |
| YOKOHAMA AND KOBE | June 14, at 4 p.m. |
| MANILA | June 17, at 4 p.m. |
| CEBU & ILOILO | June 18, at 4 p.m. |
| SWATOW AND SHANGHAI | June 21, at 4 p.m. |
| MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE | June 21, at 4 p.m. |
| CHANGSHA | July 10, at 4 p.m. |

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† Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

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|-----------|------|--------------|--------|-----------------------------|
| RUBI | 2840 | R. W. Almond | Manila | Saturday, June 15, at Noon. |
| ZAFIRO | 2840 | A. Fraser | Manila | Saturday, June 22, at Noon. |

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PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

| FOR | STEAMERS | TO SAIL |
|----------------------------------|-------------|-------------------------------|
| † SHANGHAI | CHUNSHANG | WEDNESDAY, June 12, at 4 p.m. |
| * TIENSIN, via SWATOW AND CHEFOO | OREONGSHING | WEDNESDAY, June 12, at 4 p.m. |
| * MANILA | YUENSANG | FRIDAY, June 14, at 4 p.m. |
| * SINGAPORE, PENANG AND CALCUTTA | FOOKSANG | SATURDAY, June 15, at 3 p.m. |

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore 1st-Class Single \$ 65 Return \$100
Penang " " 85 " 130
Calcutta " " 105 " 160

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang, and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR

STEAMERS

TO SAIL

NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP AND HAMBURG

SCHARNHORST, Capt. L. Maass.

WEDNESDAY, 19th June, at Noon.

SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA

PREUSSEN, Capt. C. Nathrath.

About WEDNESDAY, 19th June, at Noon.

MANILA, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE

PRINZ SIGISMUND, Capt. Leuz.

THURSDAY, 20th June, at Noon.

KUDAT AND SANDAKAN

BORNEO, Capt. F. Sawhill.

SATURDAY, 22nd July, at 9 a.m.

For further Particulars, apply to

Norddeutscher Lloyd,

MELOCHERS & CO.,

General Agents, Hongkong & China.

Hongkong, April 26, 1907.

'SEIRE' LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

FLINTSHIRE

will be despatched for the above ports TO MORROW (WEDNESDAY), the 12th June, at Noon.

For Freight and further particulars, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, June 3, 1907.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

FOR

STEAM TO SHANGHAI, YOKOHAMA AND KOBE

THE Company's Steamship

NIPPON

Captain TARABOCCA will leave for the above places on THURSDAY, the 13th inst.

For Freight or Passage, apply to

SANDER, WIELER & CO., Agents.

Hongkong, June 3, 1907.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

ABRAHAM APOAR

Captain A. STEWART will be despatched for the above ports on FRIDAY, the 14th inst., at 3 p.m., instead of as previously notified.

For Freight or Passage, apply to

D. SASSOON & Co., Ltd., Agents.

Hongkong, June 4, 1907.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

Via PORTS AND SUEZ CANAL.

With Liberty to Call at MALABAR COAST.

Proposed SAILINGS FROM HONGKONG.

FOR NEW YORK.

STEAMERS

TO SAIL, 1907.

BRAEMAR 6th July. || SAINT PATRICK | 6th July. |

For Freight and further information, apply to

DODWELL & CO., LTD., Agents.

Hongkong, June 4, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG AND CALLAO AND IQUIQUE, via JAPAN PORTS

(Karatsu, Kobe and Yokohama).

With Option to Call at Mexico and OTHER COAST PORTS.

Steamers

Tons

To Sail

KATHERINE PARK, 4000 Tons, End of July.

KASATO MARU, 6100 Tons, End of Sept.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with steamers of the Pacific S.N. Co.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

For Freight and further information, apply to

K. MATSUDA, Manager, Yokohama.

Hongkong, April 15, 1907.

Shipping.

NAVIGAZIONE GENERALE ITALIANA, (FLORIO & RUBATTINO UNITED COMPANIES).

STEAM FOR BOMBAY.

Via SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUET, PORT SAID, MESSINA, NAPLES, LONDON and GENOA; also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN Ports up to CALLAO.

(Taking Cargo at through rates to PERMAN GUZ and BARRAN, also BANCALUA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

CAPRI

Captain BELSTRO, will be despatched as above on WEDNESDAY, the 12th instant, at Noon.

At FRIEDAY the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, June 7, 1907.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

With liberty to call at the MALABAR COAST.

THE Steamship

NORMAN PRINCE

Captain BARNETT, will be despatched for the above ports on or about WEDNESDAY, the 12th June.

For Freight or Passage, apply to

ARNHOLD, KARBURG & Co., Agents.

Hongkong, April 28, 1907.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

LIGHTNING

Captain E. FRY, will be despatched for the above ports on WEDNESDAY, the 12th inst., at 3 p.m.

For Freight or Passage, apply to

D. SASSOON & Co., Ltd., Agents.

Hongkong, June 10, 1907.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

ALDENHAM

